

## **Appendix**

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## **Appendix 1**

Design Features for Action Alternatives and Monitoring

## **Appendix 1**

### **Design Features for Action Alternatives**

Design features include timber sale design, contract stipulations, and prescribed activities to be accomplished by the BLM or timber sale purchaser. The objective of these design features is to maintain or enhance the quality, quantity, and productivity of the resources in the project area.

- ! Require one-end suspension in all skyline units and areas yarded with ground-based equipment.
- ! Utilize designated skid trails when ground-based harvesting systems are used. Sub-soil these trails after the completion of harvest activities, prior to first rainy season, and provide water bars as necessary. Restrict to dry season conditions.
- ! In the commercial thinning and density management thinning units, all trees designated for harvest will be cut into lengths prior to yarding, so as not to damage the residual stand.
- ! To minimize damage to residual trees in the commercial thinning and density management thinning units, do not allow falling or yarding between March 1 and June 30.
- ! In the commercial thinning and density management thinning units, limb and top all trees within the unit prior to yarding.
- ! Density management thinning (DMT) silvicultural prescriptions for Riparian Reserves are similar to the adjacent uplands, except for portion of EA Units 26, 28, and 35. Treatments in these portions include thinning with a widely variable spacing down to 70-235 trees/acre or releasing selected individual trees. Some trees may be girdled and left standing, others cut and left in place; however, most would be harvested.
- ! Directionally fall trees away from all Riparian Reserves associated with regeneration harvest units.
- ! Where density management thinning occurs within Riparian Reserves, directionally fall trees away from all stream channels. Maintain full suspension above stream channels and banks during yarding.
- ! Harvest and reserve tree marking guidelines are outlined in Section I of the Analysis File.
- ! Leave all existing snags except where doing so would create a safety hazard. Leave all existing down logs except in areas with patches of blowdown. In blowdown areas, occasional existing down logs may be removed from outside of wildlife tree areas (clumps or concentrations of scattered wildlife trees).

- ! Wildlife tree selection should represent the same ratio of conifer tree species present in the units. If Port-Orford-cedar (POC) is selected as wildlife trees, they should not be within 50 feet of road edges or infected pockets. Any POC selected as scattered wildlife trees should be at least 50 feet apart.
- ! Post site preparation, 120 linear feet of class 1-2 down logs, reflecting the species mix of the unit, should be evenly distributed through all portions of the regeneration harvest units. All logs should have bark intact, be at least 16 inches diameter at the large end, be at least 16 feet in length, and be relatively uncharred (approximately < 30% charred surface). All down logs should come from on-site.
- ! Approximately 70% of the wildlife trees should be in clumps 0.5-2.5 acres or greater in size. The remaining 30% should be scattered throughout the unit or in smaller clumps. Wildlife tree clumps should often be centered around existing snags and down logs. The intent is to have wildlife trees scattered throughout the unit in variously sized clumps and individually.
- ! In identified regeneration harvest units, top 1-2 wildlife trees/acre to create immediate snag habitat. Approximately 70% of topped trees should be in wildlife tree clumps. Top trees after site preparation. In commercial thinning and density management harvest units, top 1 wildlife tree per 5 acres. In all harvest units, tree topping requirements should be adjusted if snags are created inadvertently during yarding operations or by wind. See Table W-3 in Section I of the Analysis for further details.
- ! Avoid marking wildlife trees within 100 feet uphill and 50 feet downhill of open roads to reduce theft.
- ! To avoid disturbance to peregrine falcons potentially nesting on the cliffs near EA Units 3, 4, and 5, no harvest-related activities should occur during the nesting season (approximately Feb 1 - July 31) unless protocol surveys can be completed documenting absence of nesting peregrine falcons.
- ! All or portions of EA Units 19, 25, 26, 27, 28, 35, and 36 are within 0.25 miles of known marbled murrelet occupied sites: therefore, yarding and felling would not occur between April 1 and August 5 in those portions. From August 6 through September 15, there would be daily timing restrictions confining activities between two hours after sunrise and two hours before sunset.
- ! All or portions of EA Units 8, 11, and 29, are within 0.25 miles of known marbled murrelet occupied sites. These units will also remove suitable (unoccupied) habitat; therefore, yarding and felling will not occur between April 1 and September 15.
- ! A portion of EA Unit 30 is within 0.25 miles of a known marbled murrelet occupied site; however, most of the occupied site is > 0.25 miles from the unit and all the murrelet activity was > 0.5 mile away. Yarding and felling will not occur April 1 - July 1 to reduce the chance of disturbing nesting murrelets.
- ! A portion of EA Unit 12 is within 0.25 miles of known marbled murrelet and spotted owl site. The unit will also remove suitable marbled murrelet habitat; therefore, yarding and

felling will not occur between March 1 - September 15.

- ! A portion of EA Unit 20 is within 0.25 miles of known marbled murrelet and spotted owl site; therefore, yarding and felling will not occur between March 1 - August 5. From August 6 through September 15, daily timing restrictions will apply.
- ! Additional units may require seasonal or timing restrictions if remaining murrelet surveys discover new occupied sites.
- ! Guyline anchors in the LSR adjacent to units 8 and 12 must be approved by the BLM prior to their use to insure marbled murrelet nest trees are not impacted. Guyline trees will be felled and not removed.
- ! The prescription for site preparation will be determined after harvest. Alternative types of site preparation could include swamper burn, pile and burn, or broadcast burn. Broadcast burning would be done under early "spring-like conditions" and result in a low intensity burn. Where hardwood conversions are on northfacing slopes, such as EA Unit 40, burning may occur in mid summer or early fall.
- ! For units broadcast burned where site preparation could damage down logs, extra wildlife trees would be identified during layout and contract preparation to be left and felled after site preparation as necessary to ensure down log retention objectives are met.
- ! All or portions of EA Units 8, 11, 12, 19, 20, 25, 26, 27, 28, 29, 35, and 36 are within 0.25 miles of known spotted owl or marbled murrelet sites; therefore, if possible, site preparation activities should not occur between April 1 (March 1 for units 12 and 20) and August 5. From August 6 through September 15, daily timing restrictions apply. If seasonal restrictions are not practical due to spring burn weather requirements, the daily timing restrictions should be implemented to reduce impacts to marbled murrelets.
- ! For units where slash is piled and burned, leave approximately one unburned brush pile/5 acres to serve as habitat for mammals, birds, and herptiles.
- ! Gross yard hardwoods (5" in diameter and 10' in length) in EA Units 12 and 20 where falling and leaving hardwoods could limit tree planting.
- ! Slash all woody vegetation taller than 10 feet within two weeks following yarding in EA Units 4, 9, and 10 due to the high percentage of woody brush.
- ! Roads: Specific treatments for road closures are identified in Appendix 4.
- ! When replacing stream-crossing culverts on perennial streams, provide physically unobstructed passage for aquatic-dependent species.
- ! For the skid road proposed within the Riparian Reserves adjacent to EA Units 31 and 41, construction and full decommissioning will occur in one season, and location will be limited to ridgetops and benches. No hauling will occur on the skid road, and use will be limited to one summer/dry season.

- ! All roads designated for winter use must be surfaced with an approved lift of rock. Construction activities would occur during summer or fall (prior to winter storm activity). Roads would be closed according to the Transportation Management Objectives (TMO) plan. Roads designated for summer use only in regeneration harvest units would be sub-soil tilled, mulched, grass seeded (in accordance with District Native Plant Restoration Policy), water barred (where appropriate) and blocked prior to winter storm activity. Within one year of completion of timber sale activity, roads designated to be decommissioned would be blocked, have stream crossing culverts removed, and have waterbars or dips installed as needed to restore hydrologic function.
- ! For roads to be fully decommissioned, remove all fills and culverts, restore banks to natural stable grade, decompact road surfaces, waterbar, mulch and seed (see District native seed policy) and close all road surfaces, as necessary to restore pre-road hydrologic function and minimize the risk of road-related sediment delivery to streams. Full decommissioning shall fracture the soil at the compacted depth (usually 18") from the bottom up without turning over the soil. This work should be accomplished by the use of an approved sub-soiler. The equipment should be capable of loosening the soil over 80% of the compacted zone (area times depth). Tilling shall occur during the dry season or when the soil moisture is less than 25%.
- ! Road renovation should include spot rocking across perennial stream channels. Spot rocking or possible cementitious application for 100 feet on each side of the channel would help prevent sediment delivery.
- ! New road construction within Riparian Reserves should be storm proofed if not closed and fully decommissioned the same season of disturbance. The road segments should be storm proofed by mid-October if planned to be used the following year. Storm proofing means mulching at a minimum of 2000 lbs./ac, using wood chips or straw, and seeding and fertilizing with a district approved erosion control seed mix.
- ! If winter haul on gravel roads is planned, then the following additional Best Management Practices should be implemented to prevent sediment delivery at or near stream crossings along the haul route. The sediment prevention measures must be in place, before winter haul begins. They include:

Apply an additional lift of rock to the area of road that can influence the stream if rill erosion is evident in the road tread near live stream crossings.

Contain any offsite movement of sediment from the road or ditchflow near streams with silt fence or sediment entrapping blankets. Such control measures must allow for the free passage of water without detention or plugging. These control structures and applications should receive frequent maintenance, and be removed at the completion of haul.

If the ground is already saturated from winter rains and more than 2 inches of precipitation is predicted in the project area over the next 24 hours, then winter haul must be suspended. Operators need to review the Intellicast internet site: <http://www.intellicast.com/help/weather/content.html#precip>  
This site displays high resolution data set, NOWrad's 2km resolution reflectivity

data, for western Oregon, from which precipitation estimates in colorized contoured bands in inches are made.

- ! Do not harvest, cut, or otherwise remove POC from the no-treatment portion of the Riparian Reserves. Where DMT occurs within Riparian Reserves, POC would be harvested to at least a 50' spacing around individual trees/groups to reduce spread of *Phytophthora lateralis* (PL).
- ! In commercial thinning units, POC leave trees or groups should be spaced at least 50 feet apart.
- ! The basic strategy for POC management in the Big Creek Analysis Area is: 1) to manage Low Risk Sites for the long term POC population viability; 2) to limit the spread of PL within the High Risk Sites; and 3) to prevent disease movement into areas with Low Risk. Design features and mitigation consist of active treatments employed on the High Risk Sites (ie. roads and streams) and passive management of Low Risk Sites across the landscape. The treatments for the High Risk Sites include: 1) wash all road construction and logging equipment prior to move in; 2) require rocking of roads prior to fall rains; 3) restrict timber haul to the dry season for following EA Units: 4, 5, 10, 24, 30, 31, 32, 37, 38, 39, 40, and 41; 4) sanitize unmerchantable POC and Pacific yew 25 feet uphill and 30 feet downhill from edge of running surface on all haul roads on BLM-managed lands prior to timber haul (this includes newly constructed dirt spurs and all harvest landings); 5) harvest all merchantable POC 25' uphill and 50' downhill from road edges outside of Riparian Reserves; cut and leave POC within Riparian Reserves; 6) POC wildlife trees should be at least 50' below roads and spaced 50' apart; and 7) consider planting POC seedlings outside of infection sites, 50 feet from roads and outside of Riparian Reserves in all regeneration, hardwood conversions and brush conversion units.
- ! Apply marbled murrelet daily timing restrictions to POC and Pacific yew roadside sanitation treatments in Brownson Creek, Axe Creek, T.28S., R.10W., Sec. 31 area, and EA Unit 8.
- ! Stockpile 50 conifer logs minimum of 16" diameter and 34' long for use in aquatic habitat restoration projects.
- ! The existing recreational bike trail in EA Unit 24 and the west portion of EA Unit 25 will be cleared of slash after completion of harvest activities.
- ! Best Management Practices (BMP's) would be followed for all actions as listed in Section H pages 69 - 74, Volume 2, Coos Bay District Final Proposed Resource Management Plan, 1994.

## **Monitoring**

Monitoring guidelines are established in the 1995 FRMP/ROD, pp. L-3, L-4, L8, & L9, and the 1994 Standards and Guidelines, pp. E-1 to E-10.

Monitor the effectiveness of roadside sanitation of POC and Pacific Yew, road closures, and equipment washing in limiting the spread of PL into Low Risk areas.

The Low Risk Areas will be surveyed by use of aerial photos or infrared imagery to detect potential spread of PL from High Risk Areas along roads sanitized and harvest units. This survey would be conducted approximately 5 years from now, when imagery becomes available.

A spot sample of the roadsides will be done on the ground where previous infection centers were mapped and areas of green POC were cut. This should occur 3 years and 6 years after completion of the timber sale contract. This will be done to see if PL has spread into Low Risk areas outside of the sanitized roadside area.

All roads closed as a result of the action alternatives would be monitored to determine whether design features were implemented, and were effective one year after implementation.

A representative sample of streams that were classified as either perennial or intermittent based on biological indicators (as described in the Big Creek Riparian Reserve Evaluation) will be re-evaluated for stream flow in the low-flow period to test the validity and accuracy of these techniques.



## **Appendix 2**

### Harvest Unit Details

**Big Creek Analysis Area EA  
Alternative II - Proposed Action**

EA Unit No.	Photo #	Legal	Acres*	Volume/Acre MBF	Total Volume MBF*	Treatment	FOI Symbol	Comments
3	15-36-56	28-10-34	42	55	2,310	Regen	D4= 1860	
4	15-36-54	28-10-34/29-10-3	25	55	1,375	Regen	D4= 1860	
5	15-36-54	29-10-3	22	53	1,166	Regen	D4= 1860	Rip. Res. Adjustments
6	15-36-46	29-10-9	18	40	720	Regen	D4= 1880	
7	15-36-46	29-10-9	13	50	650	Regen	D4= 1880	Rip. Res. Adjustments
8	16-34-147	29-10-8	47	50	2,350	Regen	D4= 1890	
9	16-34-151	28-10-29	31	45	1,395	Regen	D4= 1890	
10	17-33-49	28-10-31	13	40	520	Regen	D4= 1890	
11	17-33-47	28-10-31/29-10-6	27	45	1,215	Regen	D4=1890/D4=1850	Rip. Res. Adjustments
12	17-33-46	29-10-6	25	45	1,125	Regen	D4=1900	Rip. Res. Adjustments
19	17-32-146	29-11-1	16	25	400	Regen	HC RA3= 1920	Hardwood Conversion
20	17-32-146	28-10-31	14	0	0	Regen	HC RA3= 1920	Hardwood Conversion, TPCC Adjustment
25	17-32-141	29-11-23/24	18	10	180	CT	D2= 1968	DM in Rip. Res. (1 ac)
26	38-31-52	29-11-2/11	51	9	459	CT	D2= 1962	DM in Rip. Res. (25 ac)
27	38-31-52	29-11-11	17	55	935	Regen	D3= 1930	Rip. Res. Adjustments
28	38-31-51	29-11-11	14	11	154	CT	D2= 1935	DM in Rip. Res. (6 ac)
29	38-31-51	29-11-14	22	35	770	Regen	D4= 1900/HC RA3= 1900	Includes 3 acres Hdwd Conversion
30	38-31-50	29-11-14	15	40	600	Regen	D3= 1935	Rip. Res. Adjustments, includes 1 acre Hdwd Conversion
31	38-31-48	29-11-23/26	16	55	880	Regen	D4= 1890	
32	38-31-48	29-11-23	12	7	84	CT	D2= 1960	DM in Rip. Res. (2 ac)
35	8-30-7	29-11-10	98	8	784	CT	D2= 1965	DM in Rip. Res. (37 ac)
36	8-30-6	29-11-10	52	8	416	CT	D2= 1958	DM in Rip. Res. (19 ac)
36DM	8-30-6	29-11-15	11	6	66	DMT	D2= 1967	
40	38-31-48	29-11-23	3	0	0	Regen	HC RA= 1960	Hardwood Conversion
41	38-31-48	29-11-23	5	0	0	Regen	HC RA= 1958	Hardwood Conversion, includes 1 ac. in Rip. Res.
A	38-31-51	29-11-14	6	0	0	BC	BC 1958	Brush Conversion, includes 2 ac. in Rip. Res.
			633			18,554		

**Connectivity**

\* Unit acres and volumes include Riparian Reserve Treatments.

Regen = Regeneration Harvest

CT = Commercial Thinning

DMT = Density Management in Connectivity

BC = Brush Conversion

April 30, 1998

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**Big Creek Analysis Area EA  
Alternative II - Proposed Action**

EA Unit No.	Photo #	Legal	Stations Renovation	Improvement (feet)	N.C. Dirt (feet)	N.C. Gravel (feet)	N.C Cementitious (feet)	Comments
3	15-36-56	28-10-34	27	0	0	0	0	1 existing landing plus 3 roadside landings
4	15-36-54	28-10-34/29-10-3	0	0	1,200	0	0	Grade under 20%, N.C. - Full Decom.
5	15-36-54	29-10-3	0	0	500	0	0	N.C. - Full Decom.
6	15-36-46	29-10-9	0	0	0	0	900	N.C. - Full Decom.
7	15-36-46	29-10-9	9	0	0	0	0	1 existing landing plus 1 roadside landing
8	16-34-147	29-10-8	85	900	0	200	0	Plus 3 roadside landings, N.C. - Decom.
9	16-34-151	28-10-29	20	0	0	0	0	3 roadside landings
10	17-33-49	28-10-31	5	0	400	0	0	Plus 1 roadside landing, N.C. truck assist & than Full Decom.
11	17-33-47	28-10-31/29-10-6	98	0	0	150	0	Plus 2 roadside landings, N.C. Decom.
12	17-33-46	29-10-6	16	0	0	0	0	1 roadside landing
19	17-32-146	29-11-1	0	0	0	800	0	Grade under 20%, N.C. - Decom.
20	17-32-146	28-10-31	32	0	0	0	850	Grade under 20%, N.C. - Full Decom.
25	17-32-141	29-11-23/24	120	0	0	200	0	Plus roadside and existing landings (CT), N.C. - Decom.
26	38-31-52	29-11-2/11	49	0	0	1,200	0	Plus roadside landings (CT), N.C. - Decom.
27	38-31-52	29-11-11	32	2,600	0	1,350	0	3 landings, Improvement & N.C. - Decom.
28	38-31-51	29-11-11	117	0	0	0	0	Roadside & existing landings (CT), N.C. - Decom.
29	38-31-51	29-11-14	20	0	0	500	0	2 landings, N.C. - Decom.
30	38-31-50	29-11-14	70	0	400	0	0	N.C. - Full Decom.
31	38-31-48	29-11-23/26	0	0	750	0	0	2 landings, 150' NC in Riparian Reserve, N.C. - Full Decom.
32	38-31-48	29-11-23	36	0	0	0	0	Roadside landings (CT)
35	8-30-7	29-11-10	11	1,300	0	1,250	0	Plus roadside and existing landings (CT), Imp. & NC - Decom.
36	8-30-6	29-11-10	0	0	0	0	0	Roadside landings (CT)
36DM	8-30-6	29-11-15	0	0	0	0	0	Roadside landings (Ct)
40	38-31-48	29-11-23	0	0	0	0	0	Roadside landings
41	38-31-48	29-11-23	0	0	0	0	0	1,000' designated skid road (~400' in Rip. Res.) - Full Decom.
A	38-31-51	29-11-14	0	0	0	0	0	
				747	4,800	3,250	5,650	1,750

Connectivity

N. C. = New Construction  
1 Station = 100 feet

**Big Creek Analysis Area EA  
Alternative III - Alternative Action**

EA Unit No.	Photo #	Legal	Acres	Volume/Acre MBF	Total Volume MBF	Treatment	FOI Symbol	Comments
2	15-36-56	28-10-27/34	37	60	2,220	Regen	D4= 1860	
3	15-36-56	28-10-34	42	55	2,310	Regen	D4= 1860	
4	15-36-54	28-10-34/29-10-3	25	55	1,375	Regen	D4= 1860	
5	15-36-54	29-10-3	22	53	1,166	Regen	D4= 1860	Rip. Res. Adjustments
6	15-36-46	29-10-9	18	40	720	Regen	D4= 1880	
7	15-36-46	29-10-9	13	50	650	Regen	D4= 1880	Rip. Res. Adjustments
8	16-34-147	29-10-8	47	50	2,350	Regen	D4= 1890	
9	16-34-151	28-10-29	31	45	1,395	Regen	D4= 1890	
10	17-33-49	28-10-31	13	40	520	Regen	D4= 1890	
11	17-33-47	28-10-31/29-10-6	27	45	1,215	Regen	D4=1890/D4=1850	Rip. Res. Adjustments
12	17-33-46	29-10-6	25	45	1,125	Regen	D4=1900	Rip. Res. Adjustments
19	17-32-146	29-11-1	16	25	400	Regen	HC RA3= 1920	Hardwood Conversion
20	17-32-146	28-10-31	14	0	0	Regen	HC RA3= 1920	Hardwood Conversion, TPCC Adjustment
24	17-32-142	29-11-24	5	53	265	Regen	D4= 1860	
25	17-32-141	29-11-23/24	18	10	180	CT	D2= 1968	DM in Rip. Res. (1 ac)
26	38-31-52	29-11-2/11	51	9	459	CT	D2= 1962	DM in Rip. Res. (25 ac)
27	38-31-52	29-11-11	17	55	935	Regen	D3= 1930	Rip. Res. Adjustments
28	38-31-51	29-11-11	14	11	154	CT	D2= 1935	DM in Rip. Res. (6 ac)
29	38-31-51	29-11-14	22	35	770	Regen	D4= 1900/HC RA3= 1900	Includes 3 acres Hdwd Conversion
30	38-31-50	29-11-14	15	40	600	Regen	D3= 1935	Rip. Res. Adjustments, includes 1 acre Hdwd Conversion
31	38-31-48	29-11-23/26	16	55	880	Regen	D4= 1890	
32	38-31-48	29-11-23	12	7	84	CT	D2= 1960	DM in Rip. Res. (2 ac)
35	8-30-7	29-11-10	98	8	784	CT	D2= 1965	DM in Rip. Res. (37 ac)
36	8-30-6	29-11-10	52	8	416	CT	D2= 1958	DM in Rip. Res. (19 ac)
36DM	8-30-6	29-11-15	11	6	66	DMT	D2= 1967	
37	5-29-39	29-11-21	15	50	750	Regen	D4= 1880	Priority 2 unit (WA)
38	5-29-39	29-11-21	32	53	1,696	Regen	D4= 1880	Rip Res. Adjustments, Priority 2 unit (WA)
39	5-29-38	29-11-21	33	50	1,650	Regen	D4= 1880	Rip Res. Adjustments, Priority 2 unit (WA)
40	38-31-48	29-11-23	3	0	0	Regen	HC RA= 1960	Hardwood Conversion
41	38-31-48	29-11-23	5	0	0	Regen	HC RA= 1958	Hardwood Conversion, includes 1 ac. in Rip. Res.
A	38-31-51	29-11-14	6	0	0	BC	BC 1958	Brush Conversion, includes 2 ac. in Rip. Res.
			755			25,135		

**Connectivity**

\* Unit acres and volumes include Riparian Reserve Treatments.

Regen = Regeneration Harvest

CT = Commercial Thinning

DMT = Density Management in Connectivity

BC = Brush Conversion

April 30, 1998

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**Big Creek Analysis Area EA  
Alternative III - Alternative Action**

EA Unit No.	Photo #	Legal	Stations Renovation	Improvement (feet)	N.C. Dirt (feet)	N.C. Gravel (feet)	N.C Cementitous (feet)	Comments
2	15-36-56	28-10-27/34	25	200	0	600	0	Plus 2 roadside landings, N.C. - Decom.
3	15-36-56	28-10-34	23	0	0	0	0	1 existing landing plus 3 roadside landings
4	15-36-54	28-10-34/29-10-3	0	0	1,200	0	0	Grade under 20%, N.C. - Full Decom.
5	15-36-54	29-10-3	0	0	500	0	0	N.C. - Full Decom.
6	15-36-46	29-10-9	0	0	0	0	900	N.C. - Full Decom.
7	15-36-46	29-10-9	9	0	0	0	0	1 existing landing plus 1 roadside landing
8	16-34-147	29-10-8	85	900	0	200	0	Plus 3 roadside landings, N.C. - Decom.
9	16-34-151	28-10-29	20	0	0	0	0	3 roadside landings
10	17-33-49	28-10-31	5	0	400	0	0	Plus 1 roadside landing, N.C. truck assist & than Full Decom.
11	17-33-47	28-10-31/29-10-6	98	0	0	150	0	Plus 2 roadside landings, N.C. Decom.
12	17-33-46	29-10-6	16	0	0	0	0	1 roadside landing
19	17-32-146	29-11-1	0	0	0	800	0	Grade under 20%, N.C. - Decom.
20	17-32-146	28-10-31	32	0	0	0	850	Grade under 20%, N.C. - Full Decom.
24	17-32-142	29-11-24	0	0	350	0	0	Optional designated skid road, N.C. - Full Decom.
25	17-32-141	29-11-23/24	120	0	0	200	0	Plus roadside and existing landings (CT), N.C. - Decom.
26	38-31-52	29-11-2/11	49	0	0	1,200	0	Plus roadside landings (CT), N.C. - Decom.
27	38-31-52	29-11-11	32	2,600	0	1,350	0	3 landings, Improvement & N.C. - Decom.
28	38-31-51	29-11-11	117	0	0	0	0	Roadside & existing landings (CT), N.C. - Decom.
29	38-31-51	29-11-14	20	0	0	500	0	2 landings, N.C. - Decom.
30	38-31-50	29-11-14	70	0	400	0	0	N.C. - Full Decom.
31	38-31-48	29-11-23/26	0	0	750	0	0	2 landings, 150' NC in Riparian Reserve, N.C. - Full Decom.
32	38-31-48	29-11-23	36	0	0	0	0	Roadside landings (CT)
35	8-30-7	29-11-10	11	1,300	0	1,250	0	Plus roadside and existing landings (CT), Imp. & NC - Decom.
36	8-30-6	29-11-10	0	0	0	0	0	Roadside landings (CT)
36DM	8-30-6	29-11-15	0	0	0	0	0	Roadside landings (Ct)
37	5-29-39	29-11-21	0	0	0	0	0	2 roadside landings
38	5-29-39	29-11-21	0	0	0	0	0	4 roadside landings
39	5-29-38	29-11-21	125	0	0	0	0	2 roadside landings
40	38-31-48	29-11-23	0	0	0	0	0	Roadside landings
41	38-31-48	29-11-23	0	0	0	0	0	1,000' designated skid road (~400' in Rip. Res.) - Full Decom.
A	38-31-51	29-11-14	0	0	0	0	0	
				893	5,000	3,600	6,250	1,750

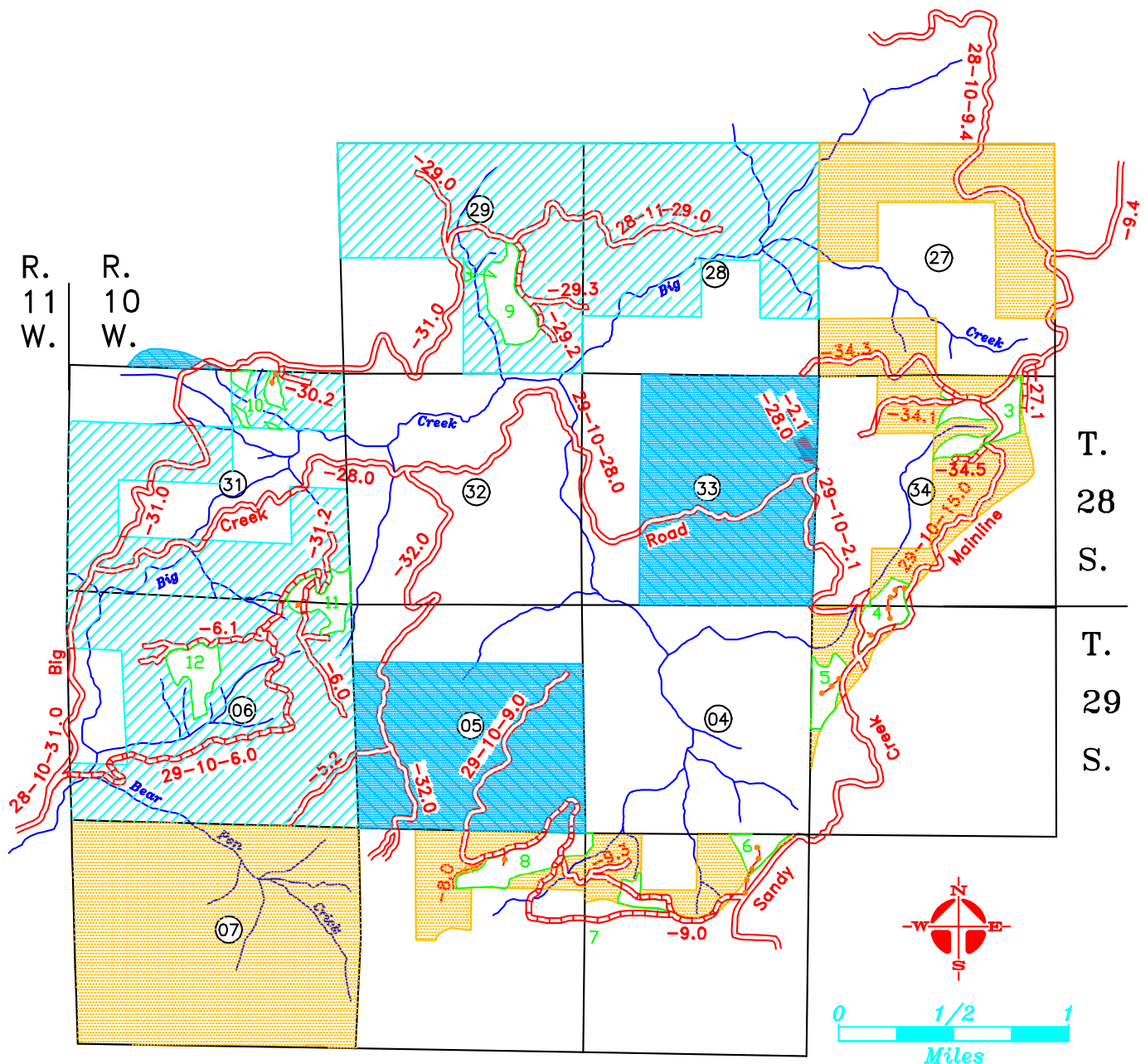
Connectivity

N. C. = New Construction  
1 Station = 100 feet

## **Appendix 3**

Road Construction, Improvement, and Renovation Maps

# Big Creek Analysis Area EA Alternative II – Proposed Action – Roads(East 1/2)

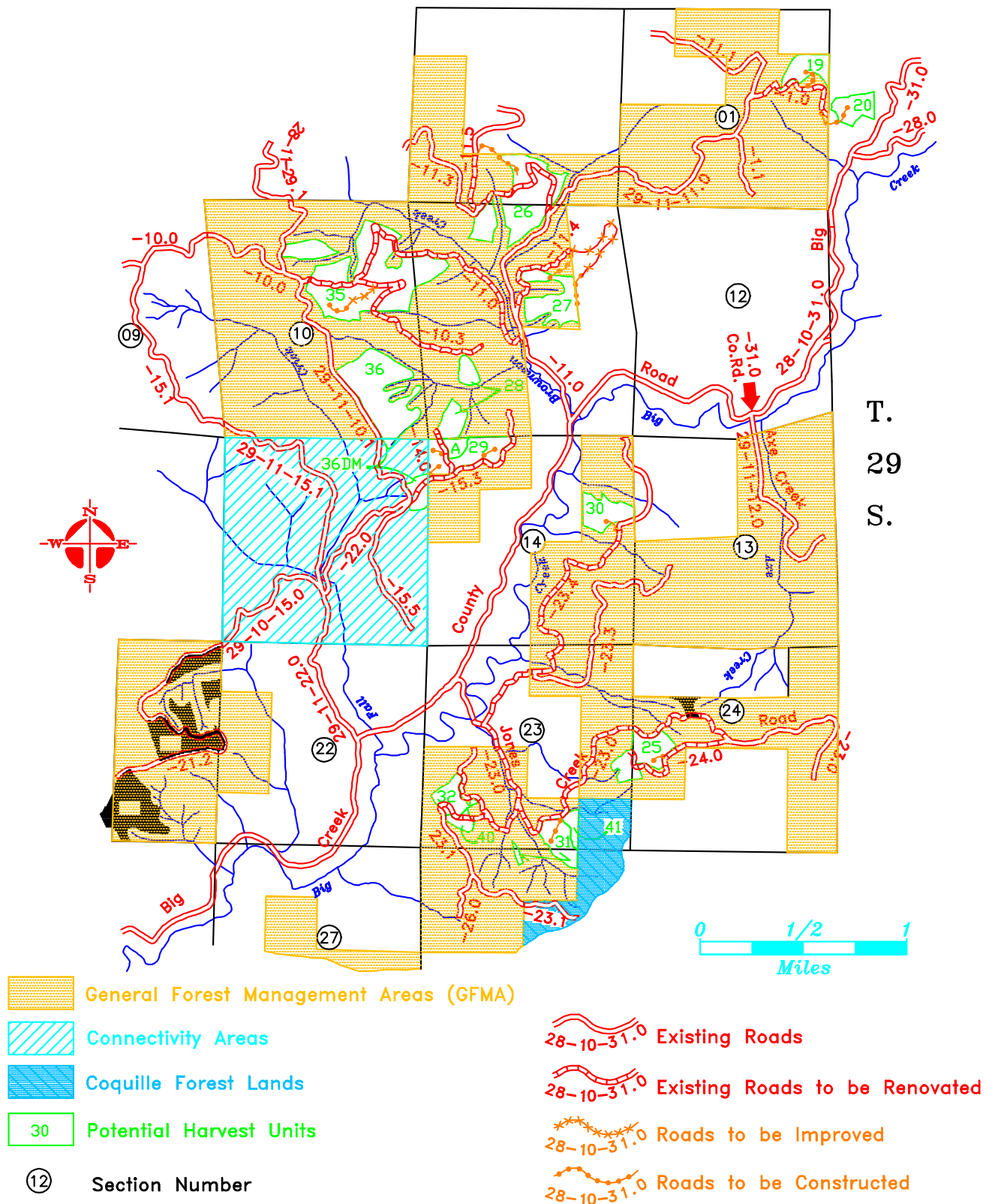


- General Forest Management Areas (GFMA)
- Connectivity Areas
- Coquille Forest Lands
- 30 Potential Harvest Units

⑫ Section Number

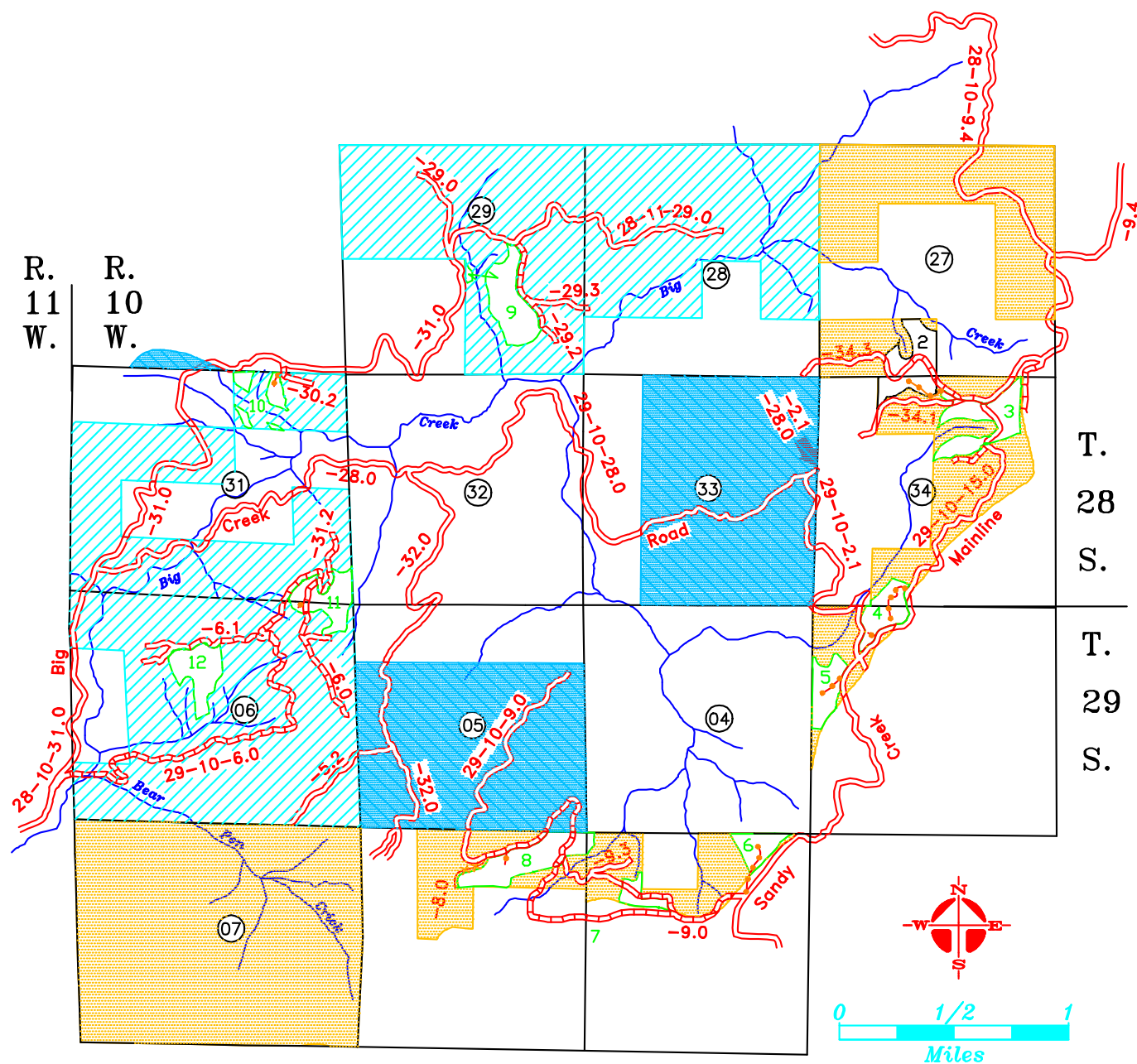
- Existing Roads
- Existing Roads to be Renovated
- Roads to be Improved
- Roads to be Constructed

R. 11 W.





# Big Creek Analysis Area EA Alternative III – Alternative Action – Roads(East 1/2)



General Forest Management Areas (GFMA)

Connectivity Areas

Coquille Forest Lands

Potential Harvest Units

Section Number

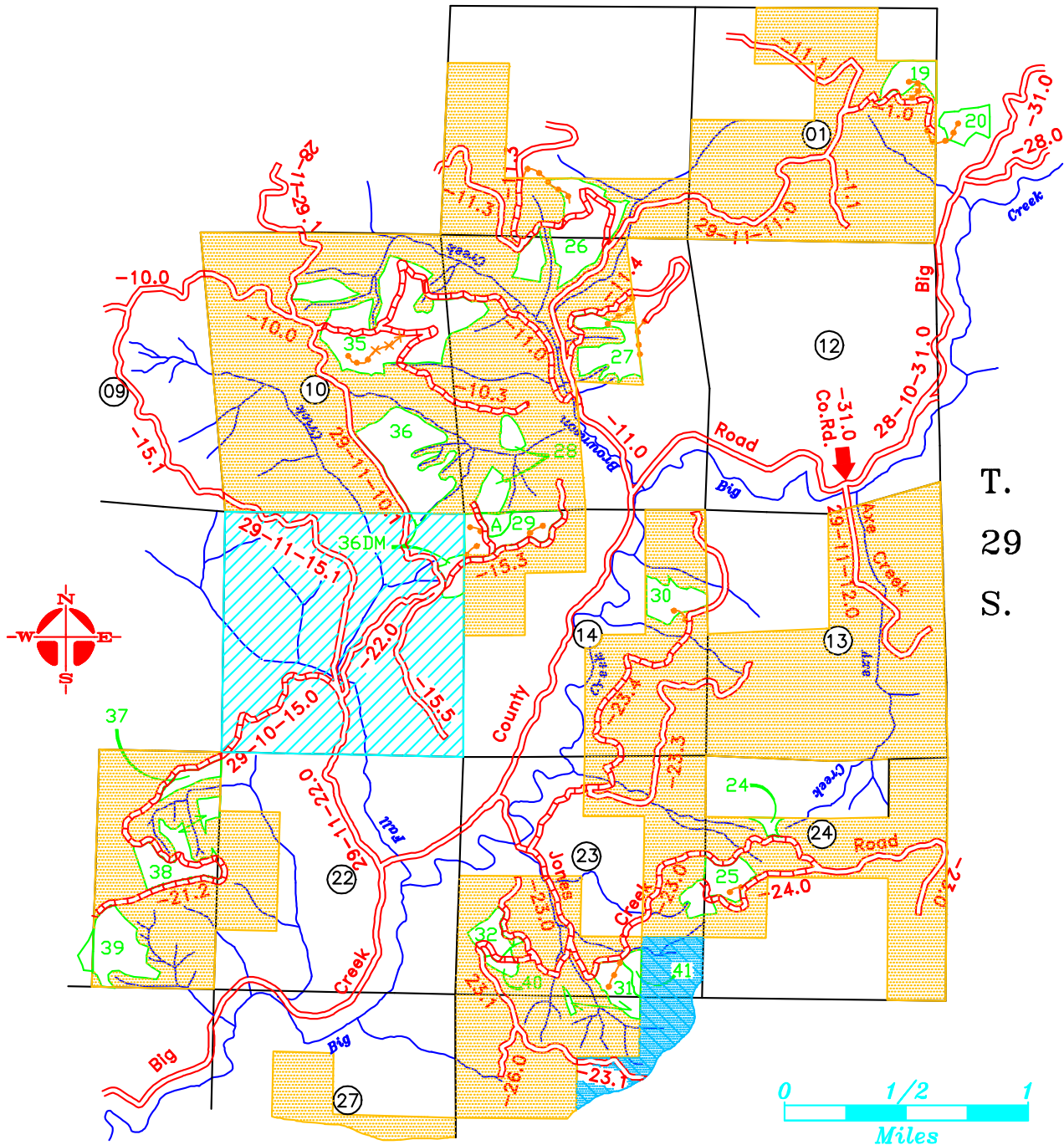
Existing Roads

Existing Roads to be Renovated

Roads to be Improved

Roads to be Constructed

# Big Creek Analysis Area EA Alternative III – Alternative Action – Roads(West 1/2) R. 11 W.



General Forest Management Areas (GFMA)

Connectivity Areas

Coquille Forest Lands

Potential Harvest Units

Section Number

Existing Roads

Existing Roads to be Renovated

Roads to be Improved

Roads to be Constructed

## **Appendix 4**

### Road Closure Recommendations

**Big Creek Analysis Area EA  
Road Closure Recommendations  
Alternative II - Proposed Action**

The following proposed actions will be accomplished under timber sales covered by this EA for Alternative II - Proposed Action. The recommendation to close these roads incorporated information from the Transportation Management Objectives developed in the Big Creek Watershed Analysis.

Road No.	Miles Decom.	Miles Closed	Remarks	Management Objectives **
28-10-27.1	0.00		Previously decommissioned. Re- block after harvest.	1 & 4
28-10-34.4	0.10		Block at jct with 28-10-15.0	3 & 4
28-10-34.5	0.13		Block at jct with 28-10-15.0	3 & 4
29-10-9.3	0.00	0.20	Will be blocked by action with the 29-10-9.0 road.	1, 2, & 4
29-10-9.0 (Old)	0.34		Reblock after use.	1 & 4
29-10-9.0 (Old)	0.18		Block and decommission from west end of -9.0(new) east to Erfo block.	1 & 4
29-10-8.0	0.28		Block dirt portion only (from end landing of Ea U-8 to end of rd.)	1, 3, & 4
28-10-29.3	0.30		Block at jct with 28-10-29.2	1, 3, & 4
Spur-( N. end U-9)	0.10		Block at jct with 28-10-29.2	2 & 4
28-10-30.2	0.13		Block shortly past property line	1 & 4
28-10-31.1	0.18		Block at jct with 28-10-31.0	3 & 4
28-10-31.2	0.38		Block at jct with 29-10-6.0	1 & 4
29-10-6.0	0.63		Block at jct with 28-10-31.2	1 & 4
29-10-6.2	0.10		Block at jct with 29-10-6.1	1 & 4
29-10-6.1	0.19		Block past landing for unit.	4
Spur-S. of -6.1	0.10		Block at jct with 29-10-6.1 (West side of U-12)	4
29-11-1.0	0.60		Block at jct with 29-11-11.1	1 & 4
29-11-24.0	0.18		Block at jct with Lone Rock spur	1 & 4
29-11-11.6 (pvt)	0.00		Reestablish stream crossing.	1 & 2
Dirt spur U-26	0.00		Double block and decommission.	1 & 2
29-11-11.4 (pvt)	0.00		Block lateral dirt spurs at the same time road is improved.	1 & 2
29-11-11.2	0.10		Block at jct with 29-11-11.0. Decommission to self-closed portion.	1 & 4
29-11-14.0	0.26		Block at jct with 29-11-15.3	1 & 4
29-11-14.1	0.10		Block at jct with 29-11-15.3	1 & 4
29-11-15.3	0.21		Block at jct with 29-11-14.1	1 & 4
Spur U-29	0.01		Block by action for the 29-11-15.3 road.	4
Spur U-29	0.18		Block by action for the 29-11-15.3 road.	1 & 4
29-11-23.6	0.24		Block at jct with 29-11-23.0	1 & 4
29-11-10.1	0.20		Block at jct with 29-11-22.0	1, 3, & 4
29-11-12.0*	0.00	0.40	Block at jct with 29-11-13.3, storm proof stream crossing culverts.	1, 3, & 4
29-11-13.2*	0.00	2.10	Blocked with action for -12.0 road, storm proof stream crossing culverts.	1, 3, & 4
29-11-29.0 por. H	0.00	2.00	Gate at jct with 28-10-31.0	3 & 4
28-10-29.2	0.00	0.70	Blocked by action for Road No. 28-11-29.0.	4
Total	5.22	5.40		

Decom. = Decommission (Block and left in condition to self maintain. Remove stream crossing culverts ensure hydrological functions.)

Closed = Temporarily Closed (Roads blocked with a gate or other structure)

\* These roads will be blocked and stream crossing culverts storm proofed instead of being removed.

\*\* 1 = Wildlife, 2 = Aquatic Conservation Strategy, 3 = Phytrophthora lateralis control, 4 = Road Density

Current Open Road Density: 4.04 mi/sq.mi. (Updated)  
New Open Road Density: 3.29 mi/sq.mi.

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**Big Creek Analysis Area EA  
Road Closure Recommendations  
Alternative III - Alternative Action**

The following proposed actions will be accomplished under timber sales covered by this EA for Alternative III - Alternative Action. The recommendation to close these roads incorporated information from the Transportation Management Objectives developed in the Big Creek Watershed Analysis.

Road No.	Miles Decom.	Miles Closed	Remarks	Management Objectives **
28-10-27.3	0.22		Block at jct with 28-10-34.3	4
28-10-27.4	0.10		Blocked by action with the -27.3 road	4
Sandy Land Spur	0.15		Block at jct. with 28-10--34.3 (EA Unit 2)	4
28-10-27.1	0.00		Previously decommissioned. Re- block after harvest.	1 & 4
28-10-34.4	0.10		Block at jct with 28-10-15.0	3 & 4
28-10-34.5	0.13		Block at jct with 28-10-15.0	3 & 4
29-10-9.3	0.20		Will be blocked by action with the 29-10-9.0 road.	1,2, & 4
29-10-9.0 (Old)	0.34		Reblock after use.	1 & 4
29-10-9.0 (Old)	0.18		Block and decommission from west end of -9.0(new) east to Erfo block.	1 & 4
29-10-8.0	0.28		Block dirt portion only (from end landing of Ea U-8 to end of rd.)	1, 3, & 4
28-10-29.3	0.00	0.30	Block at jct with 28-10-29.2	1, 3, & 4
Spur-( N. end U-9)	0.10		Block at jct with 28-10-29.2	2 & 4
28-10-30.2	0.13		Block shortly past property line	1 & 4
28-10-31.1	0.18		Block at jct with 28-10-31.1	3 & 4
28-10-31.2	0.38		Block at jct with 29-10-6.0	1 & 4
29-10-6.0	0.63		Block at jct with 28-10-31.2	1 & 4
29-10-6.2	0.10		Block at jct with 29-10-6.1	1 & 4
29-10-6.1	0.19		Block past landing for unit.	4
Spur-S. of -6.1	0.10		Block at jct with 29-10-6.1 (West side of U-12)	4
29-11-1.0	0.60		Block at jct with 29-11-11.1	1 & 4
29-11-24.0	0.18		Block at jct with Lone Rock spur	1 & 4
29-11-11.6 (pvt)	0.00		Reestablish stream crossing.	1 & 2
Dirt spur U-26	0.00		Double block and decommission.	1 & 2
29-11-11.4 (pvt)	0.00		Block lateral dirt spurs at the same time road is improved.	1 & 2
29-11-11.2	0.10		Block at jct with 29-11-11.0. Decommission to self-closed portion.	1 & 4
29-11-14.0	0.26		Block at jct with 29-11-15.3	1 & 4
29-11-14.1	0.10		Block at jct with 29-11-15.3	1 & 4
29-11-15.3	0.21		Block at jct with 29-11-14.1	1 & 4
Spur U-29	0.01		Block by action for the 29-11-15.3 road.	4
Spur U-29	0.18		Block by action for the 29-11-15.3 road.	1 & 4
29-11-23.6	0.24		Block at jct with 29-11-23.0	1 & 4
29-11-10.1	0.20		Block at jct with 29-11-22.0	1, 3, & 4
Spur -east of U-38	0.05		Block at jct with 29-11-21.2	3 & 4
29-11-12.0*	0.00	0.40	Block at jct with 29-11-13.3, storm proof stream crossing culverts.	1, 3, & 4
29-11-13.2*	0.00	2.10	Blocked with action for -12.0 road, storm proof stream crossing culverts.	1, 3, & 4
29-11-29.0 por. H	0.00	2.00	Gate at jct with 28-10-31.0	3 & 4
28-10-29.2	0.00	0.70	Blocked by action for Road No. 28-11-29.0.	4
Total	5.64	5.50		

Decom. = Decommission (Block and left in condition to self maintain. Remove stream crossing culverts ensure hydrological functions.)

Closed = Temporarily Closed (Roads blocked with a gate or other structure)

\* These roads will be blocked and stream crossing culverts storm proofed instead of being removed.

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4 = Road Density

Current Open Road Density: 4.04 mi/sq.mi. (Updated)  
New Open Road Density: 3.25 mi/sq.mi.

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